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COUNTRY East GermanyTOPIC Jueterbog-Altes Lager Airfield25X1 EVALUATION [REDACTED] PLACE OBTAINED [REDACTED] 25X1DATE OF CONTENT 26 March 195325X1 DATE OBTAINED [REDACTED] DATE PREPARED 27 April 1953

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

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1. On 26 March 1953, a conference was held at the Bauunion Spree. It was attended among others by Burtjen, technical manager of the firm; Klotzsche control engineer; and engineer Tietze. Burtjen reported on the planned improvement of Jueterbog-Altes Lager airfield on the basis of directives received at the Ministry of Reconstruction on the same day. [REDACTED]

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- 25X1 2. [REDACTED] during the first construction stage a runway 60 meters wide and 1,800 to 1,900 meters long and a taxiway were constructed at the field. The runway was provided with a concrete surface 15 cm thick. In late fall of 1950, the runway was extended by 200 meters to the west.

3. The following construction work was planned to be executed at the installation:

- a. Reinforcement of the concrete surfaces of the existing run- and taxiway by 10 cm.
- b. Extension of the runway to the west by another 500 meters, this stretch was to be provided with a concrete surface 20 cm thick.
- c. Construction of a southern taxiway connecting the ends of the runway, the taxiway was to be 12 meters wide and was to have a concrete surface 20 cm thick with a total of 32 revetments for jet bombers built along its course.
- d. Construction of a connecting lane between the old runway and the old taxiway.
- e. Extension of the old taxiway to the west until the western end of the runway and the construction of 6 to 10 aircraft revetments on this stretch of the taxiway.
- f. Construction of a series of 10 aircraft revetments on a spur extending from the northern taxiway.

CLASSIFICATION SECRET [REDACTED]

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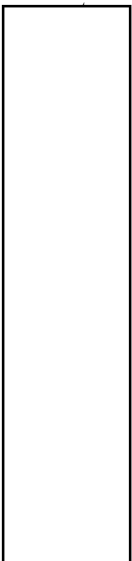
- g. Improvement of hangars and barracks buildings. A total of 64 aircraft revetments of the same type as those built at Brand was to be constructed at the field. Because of the loamy soil, all concrete roads were to be built on a 10-centimeter layer of gravel.
4. A total of 44,000 cubic meters of concrete was required for the construction of the run-and taxiway and 4,500 tons for aircraft revetment. In detail, the following amounts of materials were to be shipped to the field:
- |  |              |
|--|--------------|
| Gravel:                                  | 118,000 tons |
| Coarse chippings                         | 25,600 "     |
| Fine "                                   | 12,800 "     |
| Reinforcing rods up to 12 mm in diameter | 217 "        |
| Cement                                   | 16,500 "     |
| Roofing paper                            | 9,000 rolls  |
5. The following time schedule was announced for construction work at the field:
- 15 May 1953: Turning over of the field to the Bauunion Spree.
- 15 June. Completion of construction drawings; surveying will be done by the construction headquarters in Werder.
- 15 July. Submission of estimate of cost to the construction headquarters in Werder.
- 1 October. Completion of construction work.
6. Officials of the Bauunion Spree did not believe that the completion date mentioned could be met. It was expected that up to 300 railroad carloads of construction materials would arrive at the field and that the handling of these materials would meet with great difficulties. Concrete was to be hauled to the different construction sites by special dump cars expected to be delivered from Hungary.

25X1  Comment. The report furnishes information on construction work planned at Jueterbog-Altes Lager airfield. The field is occupied by an air reconnaissance and a ground attack regiment. See also Annex.

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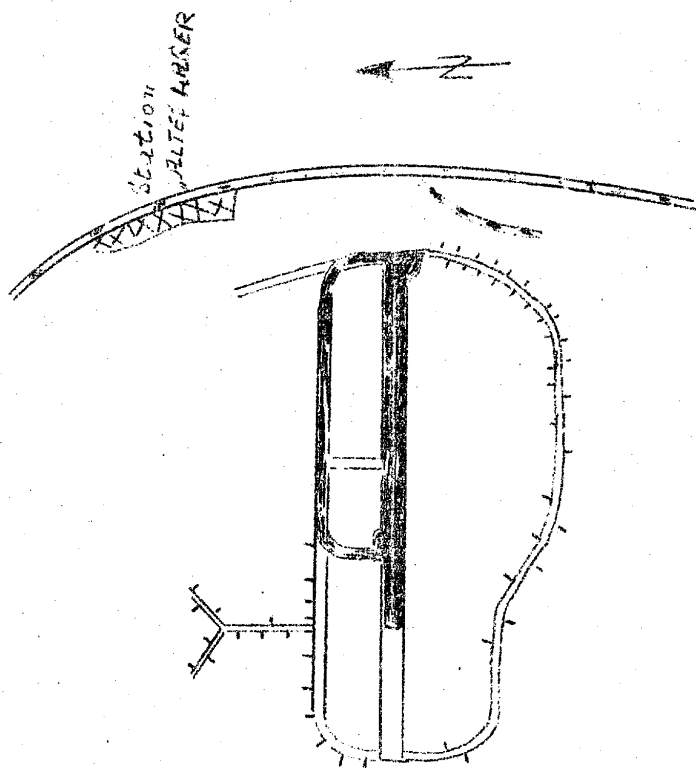


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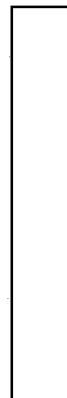
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Runway and Taxiway at Jueterbog-Aites Lager Airfield



7" Jueterbog - A/L  
not to scale

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